

**PROCEEDINGS**  
— AND —  
**RESOLUTIONS**

— OF THE —

**Manitoba**  
**Grain Growers'**  
**Association**

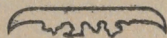
— HELD AT —

**BRANDON, MAN.**

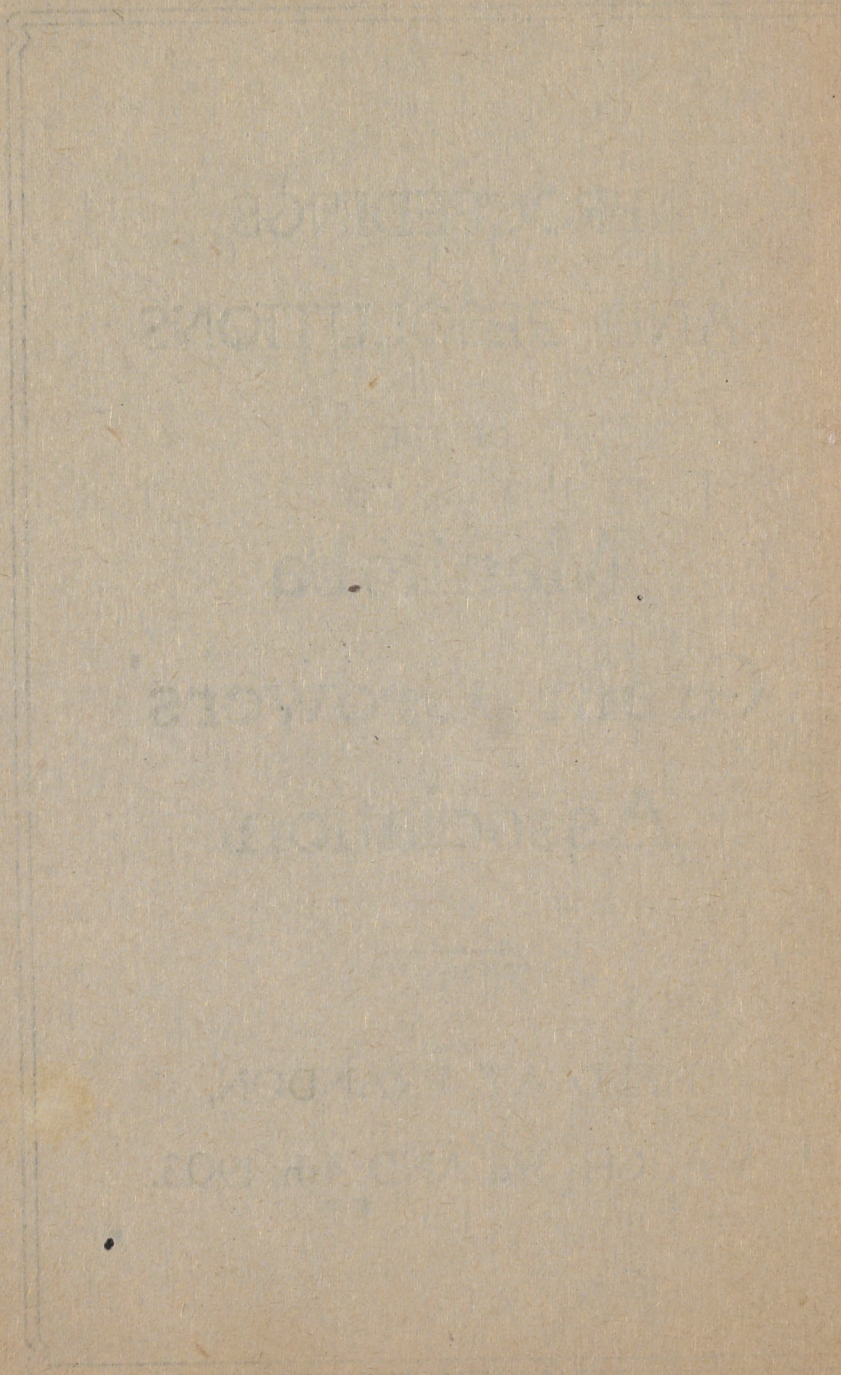
**MARCH 3 and 4, 1903**



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Manitoba  
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HELD AT BRANDON,  
MARCH 3rd AND 4th, 1903.



The Manitoba Grain Growers' convention, which was held in Brandon on March 3rd and 4th, 1903, opened on Tuesday morning in the City Council chamber, with Mr. J. W. Scallion, of Virden, in the chair, who gave the following information of how and why the convention was called;

On the 7th of January we held a meeting for the purpose of forming a Grain Growers' association for the district of Virden. The day we held our meeting it was stormy and we had thirty-five present. They all joined. Our directors went out holding meetings in the surrounding school houses and our membership has now reached the hundred mark. It is hardly necessary for me to tell you farmers that for sometime we have felt that we have been getting the worst of it. All other industries are organized for their own interests and I do not see why we should not be too. We are here to-day to organize so as to protect ourselves and to keep these other organizations in their place. Gentlemen, we want to protect ourselves, that is why we are here to-day. It is now in order for the meeting to endorse the action taken.

It was here moved by Mr. Ryan, Ninga, seconded by Mr. Tracey, Elm Creek, that this meeting endorse the action of the Virden association in calling this meeting, and now proceed to organize a central association for the province of Manitoba.—Carried.

Mr. Dayton of Virden moved that Mr. Rod. McKenzie be acting secretary for this convention, seconded by Mr. G. S. Wood, of Elkhorn.—Carried.

H. A. Fraser and C. Thomas of Hartney, moved that the following be a nominating committee;

Wm. Ryan, Ninga, (President of the Boissevain association); R. C. Henders, Elm Creek; D. W. McQuaig, Portage la Prairie; J. S. Wood, Elkhorn; Jos. Hammil, Killarney; H. A. Fraser, Hamiota; Donald McEwen, Brandon.

Moved by R. C. Henders that the above committee nominate committees on resolutions, finance, credentials, constitution and by-laws.—Carried.

Mr. J. H. Martin of Rapid City said; "Mr. Chairman, our friend here asked the question a while ago, 'Is this man a grain grower?' speaking of the secretary). "I should like to make a motion that no person be appointed executive officers of this association excepting bona fide grain growers, resident on the land.—Motion carried.

Moved by Jos. Duthie of Hartney, seconded by C. Thomas that Mr. R. W. Motherwell, president of the Territorial Grain Growers' association be admitted as a full delegate to this convention.

## R. W. MOTHERWELL'S ADDRESS

Gentlemen; Speaking on such an extensive subject, I hardly know where to begin. As you are no doubt aware we in the Territories have been suffering from more grievances than you in Manitoba have been. There are various reasons for this, the lateness of our harvest and our remoteness from our Lake ports, are some of these. We took advantage of a public meeting about fifteen months ago, to issue invitations to leading farmers along the line, inviting them to a meeting for the purpose of discussing the wisdom of organizing a grain growers association. At that meeting it was pointed out that all other industries are organized for the purpose of protecting themselves, so we decided to organize. They appointed your humble servant president of the association and Mr. J. W. Millar secretary. Our first annual meeting was called for March. We felt that the Grain Act was imperfect and asked for certain amendments thereto, which were granted to us. We find that for some reason or other we have not enjoyed the rights that we should have, and expected to have when we asked for them last season. I do not know

why we did not get the concessions that we thought we were getting unless it was the elevator influence exerted against us. This fall when the market was open and the grain began to move we looked for these amendments to be carried out regarding the shipping of wheat, loading from platforms, and the distribution of cars. We found when the market opened that certain features of the Grain Act were being ignored. We sent a deputation to Winnipeg to confer with the C. P. R. authorities there. We could make nothing out of them whatever. The C.P.R. lawyer interpreted the act to read one way and we considered that it read another. We knew perfectly well that in the amendments to the Grain Act is stated distinctly the fact that applicants for cars should receive one car apiece until each applicant received one car. If a bunch of four or five cars came down and there were four or five elevators, the elevators got them; if there was one left over and above those wanted by the elevators, the farmers could perhaps get this one. According to that method, the farmers could hardly ever get a car. Mr. Dayman was left in Winnipeg to study the question from all sides, we wanted to see the elevators side, the railways side and our side. We recognized that it was a many sided question. Mr. Dayman was called home by illness in his family and we held a consultation. He had accomplished nothing except a study of the situation. At Sinituluta during the first two months that the market was open, (a point that ships a million bushels of wheat), we received 67 cars, and out of that 67, the farmers received seven cars for direct shipment. We felt that we were abused and said so. We saw that it was our duty to make a complaint in regular form before the Warehouse Commissioner. We lodged a complaint of the various violations of the Grain Act, and sent it down to Mr. Castle and demanded a pro-

tion of the railway company for violation of the Grain Act. We got a conviction before a magistrate of a fine of fifty dollars or one month in gaol against the agent at that point. It was appealed to the Supreme Court and has just recently been argued there; the decision has not yet been given. It has come up during one of those arguments that there are a great many weaknesses in the Grain Act. There are also a great many privileges that we have not been permitted to enjoy. The point we wish to make is this, that when there is a law put on our statute books, we want the C.P.R. and everybody else to recognize that law. (Cheers.)

I believe that we have taken a course that has commended itself to all the farmers in the Province of Manitoba. We took it as a collective body and fought it collectively. It would have been impossible for us to have fought it individually. When we took that course the newspapers, public men and public sentiment said, "That's right." (Cheers.)

Last year a great deal of our crop was left unmarketed on our hands and a great deal of such of it was spoiled. This is the position we were in a year ago last fall. This fall, it looked as if matters were going to be worse, in fact they were worse. The result was that we realized that unless we did something heroic we were going to have our crop left unmarketed on our hands again. I was instructed as president of this association, to try and get relief from this pressing state of affairs and I communicated with the Great Northern people at St. Paul. I wrote to Mr. Clarke, transportation manager at St. Paul and set the matter before him. I told him our wheat could not be marketed for want of equipment. I got a reply saying that he would like to know what we wished him to do. I told him we wanted equipment and he replied saying that they would

try to help us out, provided of course that they could make proper traffic arrangements with the C.P.R. We then invited Mr. White, assistant president of the C.P.R. to meet us. (the executive committee of the Territorial Grain Growers' association) at Regina, to discuss matters. Mr. White acknowledged that the C.P.R. would be justified, under such exceptional circumstances, in handing their traffic to a foreign railway. He would submit the matter to Mr. Shaughnessy. The east do not understand our wants and are not sympathetic. Mr. Bulvey went east and interviewed Mr. Shaughnessy here, and I believe the members of the cabinet too. The result was that Mr. Bulvey was given a distinct pledge that the wheat would be moved before the first of April. Well, Mr. Chairman, as you know, the C.P.R. sometimes makes pledges that they do not carry out, but we had the offer from the Great Northern as a stimulant. The result has been that during the last three weeks of February, we have had a most extraordinary comparative distribution of cars throughout the Northwest Territories. There has been in the afore mentioned place—Sintaluta—where the farmers only got seven cars in two months, nine or one hundred cars placed for direct shipment, during the past three weeks, and they actually got some cars at Craven and even as far as Prince Albert. We believe that the wheat will be moved by the first of April. You can judge from this whether or not our work has been beneficial to the Territories. There are even greater possibilities when we join our forces together WITH YOURS. We know how the Grain Act is defective, we believe we know what we should have; we believe as producers of wheat that we know even better than Mr. Castle, what amendment should be made to the Grain Act. I propose to submit to this meeting the amendments that were made to the

Grain Act by the Territorial association. That you may see your way clear to endorse them or to make such amendments as you think necessary for Manitoba, Mr. Motherwell read the following extracts from the amendments to the Manitoba Grain Act, as passed by the Territorial Grain Growers' association:

"At each station where there is a railway agent and where grain is shipped under such agent, he shall daily apportion any and all cars in the following manner: One half of the cars and as nearly as possible one-half the tonnage, shall be apportioned to licensed grain dealers, to be divided rateably in proportion to their daily purchases, the other half of the cars shall be apportioned to bona fide farmers, who wish to ship their own grain, such cars to be placed either at the loading platform, flat warehouse, elevator, or siding, as directed in an order book kept at each shipping point under such agent, open to the public. The page of such order book shall correspond to Schedule X and the agent must enter consecutively, in ink, the names of applicants and their requirements. Cars so ordered shall be awarded to applicants according to the order in time on the order book, until each applicant has received one car, after which, commencing at the top of the list in the order book, one car shall be awarded to each applicant having unfilled order as in first round of awards, and this method shall be repeated in as many rounds as may be necessary to supply the largest individual order; it being understood that an applicant having two or more applications made at sundry times shall only count as a single applicant and be awarded only one car in any round, and that no applicant can transfer his right to another.

Any person who is not a bona fide farmer or owner of wheat, who applies for a car under the above clauses, or who offers for sale or sells

his right to a car that has been allotted to him, shall on summary conviction be liable to a penalty not exceeding \$25.

"At each shipping point the agent shall immediately post in a conspicuous place, the allotment, on their arrival of empties, or cars loaded with merchandise that will be available when unloaded, such notice to be signed by the agent.

"The operator of each elevator shall at the close of each day, during which such elevator is operated, file with the station agent, a statement showing the amount of wheat purchased or received by him for storage."

We want to get a deputation to go to Ottawa from Manitoba and the Territories. We would like to see the people of Manitoba send down at least two delegates and we will send one down. What we want is simply justice, and a more equitable proper distribution of the fruits of our toil.

The following is the report of the Nomination committee:

Credential committee—Wm. Shannon, Boissevain; Peter McDonald, Vir- den; H. W. Johnston, Chater.

Resolutions committee—A. S. Barton, Boissevain; J. M. Roddick, Brandon Hills; R. C. Henders, Elm Creek; George Kerfoot, Vir- den; J. A. Neelands, Oak River; James Whymster, Portage la Prairie; H. A. Fraser, Hamiota.

Constitution committee—D. W. McQuaig, Portage la Prairie; I. J. Bennett, Vir- den; William Ryan, Boissevain; C. Thomas, Hartney; Donald McEwen, Brandon; A. C. Wilmott, Douglas; J. S. Woods, Elkhorn.

Finance committee—P. Middleton, Brandon; William Chalmers, Hayfield; Jos. Hammil, Killarney; P. D. McArthur, Longburn; A. M. Bradford, Elkhorn.

Moved by William Miller, of Boissevain, seconded by Mr. Tracey of Elm Creek, that the report of the nomination committee be adopted.—Carried.

Moved by R. C. Henders of Elm

Creek, seconded by Mr. Condry, "That all resolutions be submitted to this convention, and referred by this convention to the committee to which they belong, and that only resolutions having the endorsement of the resolution committee be considered by this convention."—Carried.

The chairman asked anyone who wished to submit resolutions to the convention, to please present them to the secretary to be read to the convention and then handed to the resolution committee to be dealt with.

Mr. Motherwell suggested that the amendments to the grain act, read by him, be submitted to this association, to come before the resolution committee, for amendment or adoption.—Carried.

The credential committee presented the following list of accredited delegates to the convention;

Mount Vernon, W. F. Gundy, Harold Kemp.

Langford, R. S. Woods, W. H. Wheatland, John Gibson.

Hamiota, D. Mann, H. A. Fraser, P. Andrew.

Rapid City, J. H. Martin, E. Selden, W. F. Hampson.

Brandon, Donald McEwen, Rod. McKenzie, P. Middleton, H. W. Johnston, J. M. Roddick, Rev. Mr. Roddick.

Elva, W. A. Robinson.

Deloraine, John Renton, L. E. Thomson.

Portage la Prairie, D. W. McQuaig, P. D. McArthur, James Whymster, Thomas Dale, Charles Grubb.

Holland, John Nixon, P. Edwards.

Bradwardine, I. W. Lammin, George Seers, Thos. Bell, F. A. Steele.

Elkhorn, C. H. Freeman, G. F. Allinson, P. S. Worck, G. Cole, F. Dahl, A. M. Bradford, G. E. Breakman.

Fairfax, T. J. Moffat, A. Rose, H. Seathers.

Vir- den, Peter Macdonald, James Leation, W. H. Dayton, I. Bennett, G. Kerfoot, Amos O'Dell, A. Geether, W. Waddell, I. Haw, O. Stinson, J. Ivey, H. Bilton.

Rounthwaite, Tully Elder.  
 Hayfield, William Chalmers.  
 Hartney, James Duthie, C. Thomas, J. Hickson.

Boissevain, W. Ryan, W. S. Shannon,  
 G. C. Miller, A. S. Barton, A. C. Cameron, J. C. Pinkham.

Oak River, J. A. Mulana.

Sulver, S. C. Henders.

Lenon, Thomas Frame.

Elm Creek, W. Tracy.

Killarney, I. Hammil, W. H. Lehman.

Ninga, A. Rankin.

Melita, Jos. Dowie.

Northwest Territories, W. R. Motherwell.

Pipestone, W. J. Rattray, G. R. Campion.

Reston, C. J. Stewart, Harold McGregor.

Minnedosa, Neil Cameron.

Moved by J. S. Martin of Rapid City, seconded by J. W. Lamb that the report of the credential committee be adopted.—Carried.

Moved by Mr. H. W. Dayton that all members of the Grain Growers' association present be allowed full privileges of delegates, seconded by W. J. Rattray.—Carried.

Moved by Mr. W. Miller, seconded by Mr. Rattray, that a committee of two be appointed to get the resolutions printed.—Carried. P. Middleton and R. McKenzie appointed.

## REPORT OF FINANCE COMMITTEE

1st. That the membership fee to the association be one dollar, and that half be paid to the provincial association.—Carried.

2nd. We recommend that the secretary treasurer be remunerated by the provincial association.

Moved by W. J. Condy, seconded by Mr. Allinson, Elkhorn, that the report of the finance committee be submitted to the constitution committee for consideration.—Carried.

## REPORT OF CONSTITUTION COMMITTEE

Moved by J. S. Wood that the report of the constitution committee be received and discussed clause by clause, seconded by Mr. Ryan, carried.

Moved by Mr. Ryan of Ninga, that a vote of thanks be tendered to the stock men for their consideration in giving up their meeting for our benefit. Carried unanimously.

Moved by Peter Macdonald, seconded by Mr. Martin, that the nominating committee be asked to nominate officers for this association, and report to this meeting.—Carried.

Moved by Mr. Motherwell that four additional members be added to the nominating committee.—Carried. The following names were added; Mr. Sol-den, Mr. Kerfoot, Mr. Shannon, Mr. Rattray.

Mr. Gibbons of Winnipeg, expressed a desire to address the meeting. On motion by Mr. Motherwell, it was agreed that he present his credentials to the credential committee, and if satisfactory, that he be given a hearing.—Carried.

The finance committee then reported that that they recommended that the secretary, pro tem, receive from all subordinate secretaries, the executives' share of the funds be collected, so that all necessary expenses can be defrayed.

The nominating committee presented a report, submitting the following names, as officers for the association for the ensuing year;

President, J. W. Scallion, Virden, Manitoba.

Vice-President, R. C. Henders, Elm Creek, Man.

Directors, Donald McEwen, Brandon, Man.; William Ryan, Boissevain, Man.; W. A. Robinson, Elva, Man.; D. W. McQuaig, Portage la Prairie, Man.; John Wilson, Donora, Man.; H. A. Fraser, Hamiota.

Moved and seconded that the above

report be adopted. Carried unanimously.

The report of the resolution committee being to hand, Mr. Motherwell suggested, that each clause be read and discussed by the mover and second, and the audience, and it objected to that it be sent back to the resolution committee for amendment. —Carried.

The report was read by Mr. R. C. Henders, as follows:—

CLAUSE 1; At each station where there is a railway agent and where grain is shipped under such agent, he shall duly apportion any and all cars in the following manner. One half of the cars and as nearly as possible one-half the tonnage, shall be apportioned to licensed grain dealers, to be divided rateably in proportion to their daily average receipts, the other half of the cars shall be apportioned to bona fide farmers who wish to ship their own grain, such cars to be placed either at the loading platform, flat warehouse, elevator or siding, as directed in an order book kept at each shipping point under such agent, open to the public. The page of such order book shall correspond to schedule X and the agent must enter consecutively in ink, the names of applicants and their requirements. Cars so ordered shall be awarded to the applicants according to the order in time on the order book, until each applicant has received one car, after which, commencing at the top of the list in the order book, one car shall be awarded to each applicant having unfilled order as in first round of awards, and this method shall be repeated in as many rounds as may be necessary to supply the largest individual order, it being understood that an applicant having two or more applications made at sundry times, shall only count as a single applicant and be awarded only one car in any round and that no applicant can transfer his right to another.

Mr. Ryan of Ninga, moved, seconded

by Mr. W. H. Johnston, Chater, that the following words be struck out of Clause 1, "one-half the cars and as nearly as possible one-half the tonnage shall be apportioned to licensed grain dealers, to be divided rateably in proportion to their daily average receipts, the other half of the cars shall be apportioned to bona fide farmers who wish to ship their own grain, such cars to be placed either at the loading platform, flat warehouse, elevator or siding as directed in an order book kept at each shipping point under such agent, open to the public. The page of such order book shall correspond to schedule X and the agent must enter consecutively, in ink, the names of applicants and their requirements."—Carried by a large majority.

Mr. Ryan in discussing this point said, "In giving away one-half of the cars we are giving away our birth-right, and we want that first part amendment, I think it had better go back to the resolution committee for amendment. A grain dealer can go to Winnipeg and have some scheme afoot before we farmers are aware of it at all."

Mr. Motherwell addressed the convention on the application of Clause 1, as a whole, as passed by, and applied to the Northwest Territories:

We passed these resolutions after the most careful consideration. We spent two or three weeks studying the question. If in the opinion of this convention, you believe that this is not a good resolution, do not pass it. I am speaking for the Territorial convention; you do as you like here in Manitoba. We have deferred submitting this to the Dominion government for the purpose of getting your opinion on it, and deciding if it is to our interest as a whole, and we are willing to submit to your decision because you are the predominating factor in the growth of wheat in the west at the present moment, and consequently should have a predominating

influence at Ottawa. Under the present system, cars are apportioned to elevators equally, no matter what the business of that elevator. An elevator with an enormous business cannot, under the present congested state of affairs, receive any more cars than a smaller elevator. Quite frequently we have found milling companies offering a cent or two more than the other men. The result is that the farmers patronize them and quite right'so, but the elevator man says, 'Let him give his extra cent, in a few hours he will be full up and then we can get the wheat at our own price. If the distribution of cars among the elevators was made on the principal of "most business most cars," the other people would be able to get the extra amount of cars and as a consequence would be able to continue the policy of giving the extra cent, because they could get their wheat shipped, and their elevators emptied. The other elevator men would have to come up to them. The man that has the most business should get the most cars.

"Suppose we got the right to spot our cars wherever they liked. We presume that a great many farmers would spot theirs at a farmers' elevator, while that elevator has received already its amount of the distribution. That elevator will now receive the cars of the farmers as well as their own cars. The result is that it is possible for that elevator to buy more wheat. This shows that there is no necessity of the elevator men putting their name on the car book at all. We have a farmers' order book. There would be no difficulty in making a distribution as it would simply be a matter of priority.

"I do not care what proposition you lay before the people, you cannot get a system that will satisfy all, where there is a hundred farmers and only two or three cars. We have not had

the present Act carried out in the Territories. I do not know how it is with you. The public sentiment of this country as a whole is not at the back of that method of distribution. I think the day is passed when they will try to ignore the law any longer. I believe that the elevator system as it is at present conducted, is in its last ditch and that they, (the elevators) will be compelled, if they are going to do business at all to do it on a fair and equitable basis.

"What shall be the method? Start at the top, come to the bottom, then start at the top again. We recommend that in order to avoid confusion there be some new method inaugurated. It shows the people the advantage of putting their name down as soon as possible.

"There is not a man in the Territories but realizes the great importance of working with Manitoba. Manitoba has taken the matter up. We are one as regards our aim and object. We must work unitedly, Manitoba and the Territories. Consider the matter from the interests of Manitoba and the interests of the west, also, then work together for good. We are one, we are all under the Manitoba Grain Act. I realize that this is a many-sided question and a very difficult one to deal with.

"You cannot enforce a law unless there is public sentiment behind it. I am talking from the standpoint of the farmer. You stand by what is for Manitoba. We wish to act in conjunction with you. Do what you think right and we will agree with you."

Mr. Johnston said; "Fight shy of farmers' elevators. I think we have just as much right to consideration as the elevator men."

Mr. R. McKenzie said; "We are fighting for principle. We as farmers want the privilege of shipping our wheat as we want to. Under the present conditions the elevator man says, 'You have got to put your wheat in to my elevator on my conditions.' If

we had the alternative of shipping as we like it would be better. If the elevators would deal with us on a businesslike basis most of the wheat would go through the elevators, for few farmers would load from the half the farmers will get cars and the track. If we adopt that amendment, half the farmers will get cars and the other half will have to ship through the elevators (orles of "that's not necessary"). We want the same rights as any other producer."

Mr. Robinson moved, that we protest any legislation being passed that legalizes a shortage of cars, interferes with the rights of shippers existing under law."

CLAUSE 2: Any person who applies for a car under the above clause, or who offers for sale or sells his right to a car that has been allotted to him, shall on summary conviction be liable to a penalty not exceeding \$25.—Carried.

CLAUSE 3: At each shipping point, the agent shall immediately post in a conspicuous place, the allotment on their arrival, of empties, or cars loaded with merchandise, which will be available when unloaded, such notice to be signed by the agent.—Carried.

CLAUSE 4: Struck out.

CLAUSE 5: That no person who owns or operates an elevator, or is a member of the Grain Dealers' association, or the Grain Exchange, or that has shares in any elevator, other than a farmers' elevator, owned and operated by farmers, shall be eligible for membership in this association.—Carried.

CLAUSE 6: That in the opinion of this meeting, a clause should be inserted in the Grain Act, to oblige the station agent to notify the accredited agent of any farmer applying for a car, of the day and hour that his car is due to arrive, approximately. By this means the farmer could have his grain waiting on wagons when the car arrives, so that he would be enabled to load as expeditiously as

possible."—Carried.

CLAUSE 7: Resolved, that in view of the official report of the warehouse commissioner, that Manitoba wheat that had been inspected in Toronto and other eastern points was invariably found to be worth, in the British market, five cents per bushel less than that similarly graded in Fort William, that this matter be investigated at once, with a view to checking, re-inspection or abolishing it altogether.—Carried.

CLAUSE 8: That a farmer should have the right of loading his car at any elevator, flat warehouse or other point on the siding most convenient to him, or through any movable elevator, if required, and that such car should be spotted by the station agent at such position as the farmer shall request. And further that the Grain Act be so amended as to compel every railway company operating in Manitoba, to grade every side track at which farmers load cars ten feet wide from the rail and as high as the track grade.

An amendment that "ten feet" be changed to "forty feet" was lost, and the clause passed.

CLAUSE 9: That in view of the gross abuse of the so-called saving clause in sub section 5, section 42, of the Manitoba Grain Act, better known as the "without undue delay" clause, that the federal parliament insist on all railways complying with their charter obligations by supplying their trains with every necessary equipment.—Carried.

CLAUSE 10: That this association is in favor of a railroad commission, to be appointed by the Dominion government to adjust rates and such other business as pertains to transportation.—Carried.

CLAUSE 11: That the federal parliament of Canada be requested to inquire into the alleged lumber, coal and wheat combines, operating in Manitoba, with the view of introducing such remedial legislation as will am-

ply protect the producers and consumers of this country from the iniquitous operations of such organizations.—Carried.

CLAUSE 12: That in order to secure a better enforcement of the Manitoba Grain Act, it is deemed advisable by this convention that three deputy warehouse commissioners be appointed to act in conjunction with the warehouse commissioner, and to adjust all grievances arising between the aggrieved parties.

Clause 12 was amended by the addition of the words "and further that neither warehouse commissioner or his deputies be a grain dealer or a member of the grain exchange.—Carried.

CLAUSE 13: That an outlet for our produce through the Hudson's Bay is of the greatest importance, and we hereby pledge ourselves to use every effort to promote any proper scheme which in our opinion may lead to the furtherance of this object.—Carried.

The report of the resolution committee as above amended, was adopted and carried as a whole.

### W. F. McCREARY, M. P.

Mr. McCreary, who was present, on invitation, addressed the meeting as follows:—

Mr. Chairman and Gentlemen; When I received the invitation from your secretary to address this meeting, I felt somewhat diffident about accepting the same, because I know there is a certain feeling amongst farmers against hearing political lawyers. However, I realize that no matter what the calling of any man in this province may be, if the farmers are not successful, if the farmers of the province have grievances, it is going to affect the business of every man in this province, no matter what he may be.

I regret very much that I am not able to speak to more authority with regard to Clause 1, which you have

just brought before this meeting. This grave question of transportation and of the Grain Act is a question that has occupied the time of the House of Commons for over two days. If you will look at the debates of March 10th and May 9th, you will find that the entire day was taken up in discussing the very question that you are discussing here to-day. I consider it my duty as long as I am a member of the House of Commons, to be here now to advise you to listen to the assembled wisdom of the farmers present and to try and arrive at some conclusion as to what is the best remedy for the evils you complain of.

In the first place let me say that it affords me a great deal of pleasure to be among you farmers. I believe that there should be more meetings of farmers. The elevator men, manufacturers, from the washerwoman up and down all have their unions. Bonded together, they employ the best counsel that can be obtained and watch over their interests. If you go into the lobbies of the House of Commons, you will find the cleverest men that can be found there in the interests of various concerns, but the farmers are not represented there. At the last session of parliament, when the question of this Grain Act, came up, we found two of the most shrewd of the grain men of Winnipeg on hand. But the farmers were not represented at all. Some of these gentlemen, I notice, at a meeting held in Winnipeg sometime ago, complained of a want of courtesy to them as a delegation. Mr. Sifton said that he was not discourteous to these gentlemen. I do not think he was. I understand the party referred to was myself.

I am glad to see that it is the intention of this convention to have a delegation go to Ottawa. I will do all in my power to help that delegation and to further their interests when they arrive there. It is a mistaken idea that some farmers have that ev-

every man when he gets into the house of commons turns out to be a scoundrel. I believe there are a large number of men in the house of commons who are anxious to do all they can in the interests of the farmers.

If a western man is worth five hundred dollars to the West he is worth fifty-five hundred to the east, everything that you buy comes from the east. It is more important to the eastern manufacturer than to us that the farmer should get along and have his rights. Your money goes there for everything, for everything you get, practically. Few people seem to realize this, but it is so.

With regard to this clause that you have here, I regret to say that I can give you no solution of the problem, but it seems to me that you are deliberately giving away—when you say “we will give the elevator half the cars and leave the other half to the farmers”—you are going to put a tool into the hands of the elevator companies with which they may do you some injury. (Cheers.)

The interests of the elevator men are somewhat identical with those of the transportation companies. The transportation companies are partly responsible for the condition of affairs that we are in to-day. The transportation companies have not carried out in this year, 1902, what they promised they would carry out. About one-third of the crop was shipped out by these companies. Now when we consider that we have one hundred million bushels of grain and thirty-five million bushels of that still on our hands, it is most unsatisfactory and has to be remedied. The Great Northern shipped in the same length of time, before navigation closed, fully three times as much as the C.P.R. and Canadian Northern put together. They shipped nearly two-thirds of the entire crop. It takes about sixty-five per cent. of every bushel of grain to pay for its growth. This grain should be got out before

the close of navigation. The railways have fallen far short of this.

Nobody can frame an act that is going to suit everybody. We even have kickers in religion. But if you are going to make an error in the framing of that act make it on the side of the farmers. I think to give half the cars to the elevators and half to the farmers would be a step backwards instead of forwards. Supposing there should be but one elevator at a point, an elevator of 30,000 bushels capacity, and the farmers were coming in there in large numbers and there were twelve cars sent down, the elevator would get six and the farmers would get six, would that be fair? No.

If there is any amendment to be put to that clause, there should be some kind of a clause like this, “that the farmer whose grain is stored in that elevator might be able in some way to order a car.”

As I understand it your committee is in a much better shape to work out a resolution than a large body of a hundred or two men would be. When so many men get together they get excited. When your committee goes to Ottawa, they should go there prepared to have their ideas framed into a resolution. It will be easier to do it where they are quiet than it is in a meeting of this sort. I do not want to be thought to dictate to you farmers, but I will go this far; To allow that clause to remain in that way would be to give the elevators some chance they have not now got. The elevator men seem to take very kindly to it. They would not do that if they could not see their way out of it.

Now there are several other matters in your resolutions that are deserving of some attention. The question of loading platforms. I have found that loading platforms have been a great source of benefit to the farmers and my idea would be that the Commissioner at Winnipeg should

have power to increase these loading platforms in length, to make them two, three, four or five car lengths long. They should not have thirty days from the time the platform is ordered, ten days is plenty long enough. The farmer should be able to load off his waggon into the car, no matter whether there is a platform or not.

In regard to that one clause, "without undue delay," the railway companies will furnish cars. It is a very indefinite term and I should say limit the number of days to three, six, eight or ten days, but limit it, or pay up for the time the cars are delayed. It might look a little hard, but the railway companies have been getting the best end of this stick for a very long time, and now it is pretty near time for the farmers' innings, and if we get the best end for a few years, it won't hurt them much.

Navigation closes at Port Arthur early in December, whereas in Duluth the Lakes are open up to the 16th of December. The government has never taken proper steps to have these Lakes kept open. One of your petitions should be that the lights on Lake Superior and the Great Lakes should be maintained until the 16th of December, and that ice boaters should be kept around Fort William to keep the ice broken up until the 15th of December at least. Ice crushers will break up ice at a depth of five feet. A difference of twenty or thirty days would make a very material difference in the shipment and price of grain from this western country.

There is another matter about the insurance of grain. The C.P.R. should be compelled to insure all grain at the terminal points. There is also another very important matter with regards to the inspection of grain. There were last year at Ottawa some 47 petitions sent in to change the General Inspection Act. I think this

should be well considered before your delegation goes to Ottawa.

I do not undertake at all to suggest to you the amendments you should make in this bill. I merely came here to listen to the debates as they progressed so as to enable me to form some correct conclusion as to what kind of legislation should be passed. Sir Wilfrid Laurier is most anxious to pass any amendments that you wish. He even went so far as to say, "The government is ready to do its share."

If the farmers cannot be satisfied in any other way, the government will feel it its duty to take over the ownership of the elevators throughout this country. We know that a few years ago, in Manitoba, the system of creameries was a failure. For some reason or other, creameries run by private parties all along the line failed. The butter was poor, everything went wrong. The government stepped in and said, "We will run these creameries." The result has been most satisfactory in so far as I have learned. I find that being run by the government, the butter is of a uniform grade and the price realized is better. There is the question of government ownership. Why not apply that to the handling of grain. I do not say that we should do it, but I say that if we have got to do it, we will do it. (Cheers), because there is no doubt but that the elevator men have been making too much out of the farmers of this country for the last few years. (Cheers).

You may have the impression that the government are in the hands of the railway men, but they are not. When you farmers come to Ottawa, you will find men who will fight vigorously for you. I do not think you will have any trouble at all. I believe the redress you require will be given to you.

You cannot expect everything to go off right at your first meeting. There

are going to be some kickers. There is in every walk of life. You are here in the right spirit, come here and fight your battles out, and after you have got down to what you think is right, stay with it. (Cheers.) Forget your politics, get together and act in your own interests. Stick to your resolutions. Send your delegation down to parliament with your resolutions and I have no doubt at all but there you will be able to carry out and attain the ends you desire. If there is anything I can do, please consider me a member of the Grain Growers' association, and an active member at that, in good standing.

Moved by D. W. McQuaig, seconded by Mr. Woods, that the platforms be of sufficient length to load from six to ten cars and of sufficient width for two teams to pass, and the said platform to be eighteen inches higher than the car floor.—Carried.

D. W. McQuaig moved that Clause 10, in the constitution be printed so as to correspond to clause 5 in the report of the resolution committee.—Carried.

Moved by J. S. Woods seconded by D. McEwen, that a vote of thanks be tendered to Mr. McCreary for his presence and the able address deliver-

ed. We note with great satisfaction, the interest he evidently takes in the welfare of the grain growers of this province.—Carried unanimously.

Moved by R. McKenzie, that the executive be empowered to engage an organizer if they deem it advisable.—Carried.

Moved by R. J. Henders and seconded by William Ryan, "Resolved that this convention urge upon the Dominion government the importance of keeping navigation open for a much longer season, and to this end request that they make provision for the purchase of an ice crushing vessel, to be kept at Fort William and Port Arthur for the above purpose, also that the lights be kept up until the fifteenth of December, also that pressure be brought upon the railway companies that they may be compelled to keep the grain stored in terminal elevators insured without expense to farmers.—Carried.

Resolved that the executive be given power to send two delegates to Ottawa to look after legislation with a view to assisting our federal members in the passage of amendments to the Grain Act, and that the association bear the necessary expense.—Carried.

